

INTIMATIONS

THE HONGKONG ELECTRIC COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the TWENTY SEVENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Building, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 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2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 2435, 2437, 2439, 2441, 2443, 2445, 2447, 2449, 2451, 2453, 2455, 2457, 2459, 2461, 2463, 2465, 2467, 2469, 2471, 2473, 2475, 2477, 2479, 2481, 2483, 2485, 2487, 2489, 2491, 2493, 2495, 2497, 2499, 2501, 2503, 2505, 2507, 2509, 2511, 2513, 2515, 2517, 2519, 2521, 2523, 2525, 2527, 2529, 2531, 2533, 2535, 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3201, 3203, 3205, 3207, 3209, 3211, 3213, 3215, 3217, 3219, 3221, 3223, 3225, 3227, 3229, 3231, 3233, 3235, 3237, 3239, 3241, 3243, 3245, 3247, 3249, 3251, 3253, 3255, 3257, 3259, 3261, 3263, 3265, 3267, 3269, 3271, 3273, 3275, 3277, 3279, 3281, 3283, 3285, 3287, 3289, 3291, 3293, 3295, 3297, 3299, 3301, 3303, 3305, 3307, 3309, 3311, 3313, 3315, 3317, 3319, 3321, 3323, 3325, 3327, 3329, 3331, 3333, 3335, 3337, 3339, 3341, 3343, 3345, 3347, 3349, 3351, 3353, 3355, 3357, 3359, 3361, 3363, 3365, 3367, 3369, 3371, 3373, 3375, 3377, 3379, 3381, 3383, 3385, 3387, 3389, 3391, 3393, 3395, 3397, 3399, 3401, 3403, 3405, 3407, 3409, 3411, 3413, 3415, 3417, 3419, 3421, 3423, 3425, 3427, 3429, 3431, 3433, 3435, 3437, 3439, 3441, 3443, 3445, 3447, 3449, 3451, 3453, 3455, 3457, 3459, 3461, 3463, 3465, 3467, 3469, 3471, 3473, 3475, 3477, 3479, 3481, 3483, 3485, 3487, 3489, 3491, 3493, 3495, 3497, 3499, 3501, 3503, 3505, 3507, 3509, 3511, 3513, 3515, 3517, 3519, 3521, 3523, 3525, 3527, 3529, 3531, 3533, 3535, 3537, 3539, 3541, 3543, 3545, 3547, 3549, 3551, 3553, 3555, 3557, 3559, 3561, 3563, 3565, 3567, 3569, 3571, 3573, 3575, 3577, 3579, 3581, 3583, 3585, 3587, 3589, 3591, 3593, 3595, 3597, 3599, 3601, 3603, 3605, 3607, 3609, 3611, 3613, 3615, 3617, 3619, 3621, 3623, 3625, 3627, 3629, 3631, 3633, 3635, 3637, 3639, 3641, 3643, 3645, 3647, 3649, 3651, 3653, 3655, 3657, 3659, 3661, 3663, 3665, 3667, 3669, 3671, 3673, 3675, 3677, 3679, 3681, 3683, 3685, 3687, 3689, 3691, 3693, 3695, 3697, 3699, 3701, 3703, 3705, 3707, 3709, 3711, 3713, 3715, 3717, 3719, 3721, 3723, 3725, 3727, 3729, 3731, 3733, 3735, 3737, 3739, 3741, 3743, 3745, 3747, 3749, 3751, 3753, 3755, 3757, 3759, 3761, 3763, 3765, 3767, 3769, 3771, 3773, 3775, 3777, 3779, 3781, 3783, 3785, 3787, 3789, 3791, 3793, 3795, 3797, 3799, 3801, 3803, 3805, 3807, 3809, 3811, 3813, 3815, 3817, 3819, 3821, 3823, 3825, 3827, 3829, 3831, 3833, 3835, 3837, 3839, 3841, 3843, 3845, 3847, 3849, 3851, 3853, 3855, 3857, 3859, 3861, 3863, 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INSPECTION INVITED.

THE DIARY.

MEMOS. FOR TO-MORROW.

Noon.—Canton House Office Extraordinary Meetings.
2.30 p.m.—Auction of Furniture, etc. at Messrs. Hughes and Hough's.

General Memoranda.

SATURDAY, May 20:
Noon.—Hongkong Electric Co. Meeting.
SUNDAY, May 21:
9 a.m.—Excursion to Macao by S.S. "Taishan."
MONDAY, May 22:
11.30 a.m.—China-Borneo Co. Meeting.
Noon.—Peak Tramways Co. Meeting.
TUESDAY, May 23:
2.30 p.m.—Auction of Furniture, Carpets, etc., at Messrs. Hughes and Hough's.
WEDNESDAY, May 24:
Holiday Empire Day.
THURSDAY, May 25:
5.30 p.m.—Annual General Meeting of the Victoria Recreation Club.
FRIDAY, May 26:
Queen Mary's Birthday (1867).
SATURDAY, May 27:
2.45 p.m.—Second Gymkhana Meeting of the Season.
SUNDAY, May 28:
Hongkong Stock Exchange Settlement Day.

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HONGKONG, THURSDAY, May 18, 1916.

THE UNION JACK.

NEXT Wednesday, May 24th, is Empire Day. Locally the day is usually observed as a holiday, but apart from the fact that the patriotic significance of the holiday is emphasised in the schools of the Colony and by services for children in the Anglican and the Roman Catholic Cathedrals, nothing, as a rule, has been done to mark the occasion. Many of our readers must have often been struck by the contrast presented in this Colony between the way in which the Eastern, and some European, races observe their national festivals and the way in which the British observe theirs. A Chinese national festival is marked in Hongkong by a profuse display of the Chinese national flag in the streets of the Colony. In the same way the Japanese residents in the Colony observe their national festivals. On British national festivals—such as Empire Day, or the King's birthday—the Union Jack is hardly to be seen. The right to fly the Union Jack seems to have been regarded as an official monopoly. There is, however, no justification for this view. The Union Jack, of course, is always flown at the residence of the Governor—except on "Royal" days, such as the King's birthday, Proclamation Day, etc., when the Royal Standard is hoisted. It is flown also of course, at the Garrison Headquarters. In quite recent years the flag has floated over the Hongkong Club, and on Sundays only, we believe, the Union Jack takes the place of the house-flag over two or three of the principal hotels of the Colony. But, generally speaking, there is a lamentable absence of the British national ensign on our patriotic holidays, and in a cosmopolitan colony like Hongkong the contrast it presents, not only with the practice of the Asiatic races, but with that of many of the European races as well, is very striking. In the days when we had a considerable colony of Germans in Hongkong it was especially noticeable.

Our remarks on this subject are prompted by Mr. Asquith's recent announcement in the House of Commons that the Government would cause the Union Jack to be flown from the public buildings on Empire Day, and "he hoped that the example would be followed." This means, we take it, be generally followed by the public. As we have already remarked, there has been much doubt in the public mind as to the right of the private citizen to fly the Union Jack, but an authoritative pronouncement on this subject made in the House of Lords on July 14th, 1908, should have sufficed to remove it. In case the doubt lingers still in the minds of British residents of the Colony we reproduce a newspaper report of the pronouncement to which we have referred:

EARL HOWE asked the Government, with a view to removing any possible doubt that might exist on the subject, whether it was a fact that the full Union Jack might be flown on land by every citizen in the Empire, as well as on Government offices and public buildings. The EARL OF GOWDON (Secretary for the Colonies), in reply, said that many of them were aware that there existed in

the public mind a curious confusion as to what day might be flown and what might not. At one time it seemed to be believed that the Royal Standard could be flown anywhere and by anybody. That, however, was not the case, as they now knew. It had been formally announced that the Royal Standard was the personal flag of the Sovereign, and could not properly be flown without his Majesty's permission, which was only granted when the King or Queen was present. But, of course, a different state of things applied to the Union Jack. There were other flags, as the noble earl very well knew, and about which he did not ask, but he thought it might generally be stated that the Union Jack should be regarded as the national flag, and undoubtedly might be flown, on land by all His Majesty's subjects.

The EARL OF MEATH said that there had been a certain amount of doubt in the subject, and he was glad to have had an authoritative announcement from the noble earl.

The italics are our own. The EARL of CREWEN's statement removes all doubt as to the right of the British subject to fly his national flag, and since the Prime Minister has expressed the hope that the Government's example in this respect will be followed on Empire Day we trust that in this loyal and patriotic outpost of the Empire the Union Jack on Wednesday next will be seen flying from every British office and residence in the Colony.

NEWS OF THE DAY.

LOCAL AND GENERAL.

The reconstruction of the Chien Men, Peking, accord, according to a report issued by Mai Hsin-chien, Vice-Minister of Communications, \$294,715.

As a result of an entertainment given by the Bandmann Co. at the Lyceum Theatre, Shanghai, in Race week, a sum of \$2,000 was added to the Tiao Club War and Charity Fund.

A San Francisco paper says:—Ten thousand dollars were bequeathed to Mrs. W. W. Greene, widow of Capt. W. W. Greene of the Togo Kisen Kaisha service, who died in Honolulu March 15. This sum, largely in stocks and bonds.

A Tientsin paper says:—The state of the Tientsin river is becoming worse and worse. It was pitiable to see it only on the afternoon of the 8th inst. Unless the Chinese authorities are wanting to close up Tientsin altogether something urgent must be done, otherwise by the end of this summer it is doubtful whether a lighter even will be able to use the ditch. The diversion of water from above the city, which the Chinese Government's Adviser on Conservancy advocates, must be prohibited and the Powers commercially interested should at once intervene.

In connection with the subject of our leading article the following description of a full Union Jack may be of interest to many readers:—The Union Jack, the British national flag, is formed by a combination of the crosses of St. George, St. Andrew, and St. Patrick: the first two were united in 1606, when James VI of Scotland became James I. of England, the union being effected by keeping the blue field and white St. Andrew's cross of the old Scottish flag, and representing the English white field by a narrow border or fin-deration round the red St. George's cross; in 1801, Ireland joined the Union, and St. Patrick's cross was incorporated with the other two.

ENTRIES FOR THE NEXT GYMKHANA.

Following are the entries for the Gymkhana on Saturday May 27th.
THREE QUARTER MILE RACE. HANDICAP.—Electric Light, Ploughed Field, Birdwood, Fijian Chief, Durham Chief, George (in OR), Sunshine (Portlight), Bluffier (Garlands), New Zealand (Gay Bird), Makoni, King Jack.
LADIES' NOMINATION.—Tent Pegging.—G. C. Moxon, B. F. Chapman, C. C. Taylor, L. P. Golding, Comdr. Myburgh, E. A. Gies, C. C. Boyd, L. F. Green, C. J. Blason, R. Burton, E. W. Fisher, T. C. Duguid, and J. H. Coughlan.
FROM THE TWO MILE RACE. ONEY ROUND AND IN HANDICAP.—Ploughed Field, Durham Chief, China, Chester, George (in OR), Sunshine (Portlight), Lonsdale, Crosby, Muller (Garlands), Matabelo, and Makoni.
POLO POY SURETY.—Snowflake, Tom, Beattie, Gwalior Chief, Gwalior, Red Shank.
ONE AND A QUARTER MILE RACE.—HANDICAP. Electric Light, Ploughed Field, Anthony, Fijian Chief, Lonsdale, New Zealand (Gay Bird), Matabelo, Makoni, King Jack.

CRIMINAL SESSIONS.

SEVEN CASES ON THE CALENDAR.

The May Criminal Sessions opened at the Supreme Court to-day. There were only seven cases and no indictments on the capital charge. Robbery, kidnapping, manslaughter and receiving stolen goods were the various offences.

[BEFORE HIS HONOUR THE CHIEF JUSTICE, SIR WM. REES DAVIES, K.C.]

DARING DAYLIGHT ROBBERY.

The Chai Chun, Shap Yee, and Wong Kong alias Tau Pei So, were indicted on an offence of robbery at 149, Temple Street, Yau-mat, and stealing various articles.

Prisoners pleaded guilty. The Crown Solicitor, Mr. P. M. Hodson, said the robbery was a particularly daring one, in broad daylight. The prisoners went over to Yau-mat in the early morning of March 31st with the full intention of robbing the inmates of the first floor at 149, Temple Street. To enable them to better succeed in their attempt they sent a woman up to the first floor, and when they found there was only a woman on the floor they entered the house on the pretence of wanting to hire a cubicle. While the woman was showing them round they attacked her, roughly handled her, threw pepper in her eyes and frightened her with daggers. The robbers took all they could lay their hands upon—bangles, jewellery and clothing—which they tore off the woman. The third prisoner, according to the evidence, did not get upstairs but it was he who sent the woman upstairs, apparently being very chary of his own skin, but he apparently got a part of the "swag". The property stolen was valued at \$235.

Inspector Gerrard said the men did not belong to Hongkong, but the first prisoner had been here several years. The first prisoner said, when he saw how the woman was being treated he went away. He was under the impression that they were going to have a smoke of opium. He refused to go to the other side to help melt down the jewellery and was told that unless he did he would have no part of the proceeds. A sum of money was handed to him for safe keeping but he was not to get any of it.

The second prisoner said he was not at first willing to acquiesce in the proposals but yielded to a little pressure. The third prisoner admitted receiving 6,000 cash for his trouble.

In inflicting a sentence of seven years' hard labour and 14 strokes with the cat the Chief Justice said there appeared to be an idea among their class of men that unless they committed an act of violence they had committed no crime, but it was just as well that the robber community in Hongkong should know that it did not make any difference whether they went to the house for the purpose of committing robbery or for the purpose of assisting. It was only fitting that some of the bodily anguish which the prisoners had inflicted upon that unfortunate woman should be inflicted upon them.

[BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ.]

MANSLAUGHTER CHARGE.

DRIVER ACCUSED OF EXCESSIVE SPEED.

The morning the s.s. "Chiao Anan" met her late on the Lemmas, a representative of the Togo Kisen Kaisha, journeyed in a motor-car to Tai-koo. On the journey the driver knocked down a Chinese boy aged eight years who succumbed to the injuries he sustained. The sequel was a manslaughter charge against the driver, Ho Kie, alias W. Jones.

The prisoner pleaded not guilty. Edward Elm, John Marek, F. H. Farne, J. H. Barr, B. M. Cardoso da Cunha, J. M. Alves and G. F. Alves.

Mr. G. N. Orme, Crown Prosecutor, said the car containing the shipping company's assistants proceeded along Queen's Road and Morrison Hill Gap Road. The car had got past the Naval Hospital and was within a few yards of the gap when the driver saw several Chinese walking ahead in the same direction as the car. A small boy got in the way of the car and was killed. The occupants of the car said that when about 20 yards away the boy ran across the road and just as the car was almost level he tried to run back again and was unavoidably knocked down. That story was the most consistent with the appearance of the accident. A brother of the deceased said the boy was walking along when the car came up and knocked him down, but that did not appear to be the correct story. Mr. Orme pointed out that it was the duty of all drivers of cars to exercise great care and caution and with the regard to the rights of other persons. The road was particularly narrow where the accident occurred. In Hongkong the streets were particularly narrow and crowded and pedestrians were not particularly careful, but a driver would have to go at a pace consistent with the safety of the public.

In that case it would be alleged that prisoner was going at an excessive speed. Surgeon Taylor of the Royal Naval Hospital described the injuries to the boy and said his opinion was that excessive violence had been used. He was further of the opinion the car was going at not less than ten miles an hour to cause such an injury. It was an unusually severe injury.

His Lordship, the judge, counsel, the Captain Superintendent of Police and the prisoner, during an interval in the Court, the scene of the affair at Morrison Hill Gap Road.

Arthur Hes said he had made a demonstration for the benefit of the jury. He ran the car up the hill and jammed on the emergency and foot brakes. On the second gear the car would not climb the hill over 12 miles an hour. It was possible, considering the condition of the brakes, for the car to run 12 feet before the car stopped. That was due to the brakes not being sensitive at the time they were applied. Prisoner was found not guilty and discharged.

KIDNAPPED AND SOLD.

BOY RUNS AWAY FROM A CHINESE VILLAGE.

An interesting narrative of how a boy aged 15 years was stolen from his mother at Hing Hom, on April 16th and subsequently returned, was related by the Crown Solicitor when Lai Fung and Lui Mui were charged with kidnapping.

The boy, the Crown Solicitor, said was enticed away with an idea that he would get better work. The first defendant saw the mother of the boy and told her that he would get her boy more work if she would allow him to take the boy away. The mother consented, but did not consent to his being taken out of the Colony. It was her only son and everybody would know how a woman valued her only child, and the boy was earning money as an assistant to a coal carrier, to whom he was related.

But what did the first prisoner do? He took the boy and sold him. He took the boy to Hung Hom Station and on board the train. At Tai-po they got out and the first prisoner handed over the boy to a man who was waiting and the boy was taken further up the railway to a place called Tong Tau Wah, which was in Chinese territory. At that village he was brought up by two women. The boy, after a while, decided that he would run away and one morning he caught a train and came to Hongkong. The second prisoner, it was alleged, took part in the arrangements for taking the boy out of the Colony.

Evidence was given by the mother who said the boy would be 14 years of age in the eighth moon. She gave permission for her son to go with the first defendant to obtain work in Hongkong. She subsequently saw the first prisoner and asked him where her son was and he told her he was working at Wanchai, carrying concrete.

Ultimately prisoners were found guilty and sentenced to five years' hard labour each.

The jury in the case was composed as follows:—John Arnold, E. D. Haskell, E. J. Ansell, R. E. Hyndman, W. Anderson, Chan Honkey, and K. M. Ozorio.

GERMAN VESSELS UNDER DETENTION.

German vessels of over 100 tons gross amounted to 5,134,000 tons before the war. Upon the outbreak of the war, vessels aggregating 2,108,450 tons took refuge at various neutral ports, 72 vessels of 50,000 tons at American ports and 71 vessels of 247,708 tons at Portuguese ports.

The particulars follow:—

	No.	Tons.
Argentina	38	155,483
Brazil	27	148,511
Canary Islands	21	81,206
Chile	31	175,203
China	9	19,808
Colombia	4	14,575
Cuba	4	15,569
Denmark	2	17,750
Dutch Indies	40	191,827
Greece	9	19,567
Hawaii	9	35,023
Holland	57	141,378
Italy	23	110,641
Mexico	2	14,207
Norway	53	82,133
Peru	4	18,133
Philippines	24	87,806
Porto Rico	1	3,337
Portugal	71	241,798
St. Michael	4	7,501
Siam	9	19,567
Sicily	6	18,229
Spain	42	118,892
Sweden	7	12,444
Turkey	11	45,473
United States	72	558,889
Other countries	11	65,445

Of the above those at Italian ports are now in Italian Government service as transports and those at Portuguese ports have been or are to be confiscated by the Portuguese Government.

CLOSING SHARE QUOTATIONS.

	3.30 p.m.
Banks	\$70.00
Unions	\$87.00
Docks	\$87.00
Cements	\$107.00
Trams	\$8.50
Sugars	\$6.50
	\$100.00

A Glasgow newspaper published a

couplet about the Sinn Feiners "with all due regard for Irish susceptibilities," and it has brought out a second couplet "to complete the description," the full verse now reading:—

For cleanliness sake perhaps it might be plain
To drop the Sinn and simply call them
Or, feign no more, but ease one's conscience
By calling him no longer Sinn but Sinner.

FOR A LAME BACK.

WHEN you have pains or lameness in the back, bathe the parts with Chamberlain's Pain Balm, twice a day, and massage with the palm of the hand for ten minutes at each application. Then suspend a piece of flannel slightly wet with this liniment and bind it over the rest of the pain. For sale by all Chemists and Storekeepers.

CHINESE AFFAIRS.

(Wah Tsa Yat Po's Service.)

THE FOREIGN BANKS AND THE SALT GABELLE.

PEKING, May 17.

The Group Banks yesterday had a meeting regarding the effect on the revenue of the Salt Gabelle of the suspension of specie payments by the Government Banks.

FINANCIAL DIFFICULTIES.

PEKING, May 17.

The General commanding in Anhui Province proposes to appropriate the money assigned for educational purposes in the province to meet military expenses. The gentry of the province have wired to Peking protesting against this action.

Special facilities have been created in Peking for the exchange of copper coinage "in order to relieve the market."

THE PROPOSED CONFERENCE AT NANKING.

PEKING, May 17.

Fung Kwok Cheong, the General commanding at Nanking, has protested against the proposed conference (for the discussion of a peace settlement) being held at Nanking. He refuses to send representatives to the conference.

SCOTTISH SPORT.

(From Our Own Correspondent.)

EDINBURGH, April 12.

ASSOCIATION LEAGUE.

Celtic had a brilliant recovery from last week, and their victory over Falkirk makes their Championship doubly sure. Queen's Park began well against Hearts, and then lost three goals in five short minutes. Third Lanark forwards, as usual, were wanting, and gave away the game to Hamilton Academical. Partick Thistle just managed the points from Clyde, they found the goalkeeper opposed to them a rather hard nut. Rangers' form was not convincing, and did little more than hold their own against Hibernians. Dundee put on two goals early in the game, and Kilmarnock never showed heart or skill. Results:—

Falkirk, 0; Celtic, 2.
St. Mirren, 5; Motherwell, 0.
Aberdeen, 1; Morton, 1.
Hearts, 3; Queen's Park, 3.
Third Lanark, 0; Hamilton Acads., 1.
Rangers, 3; Raith Rovers, 0.
Dumfries, 2; Hibernians, 1.
Dundee, 2; Kilmarnock, 0.
Clyde, 1; Partick Thistle, 2.
Ayr United, 2; Aldrichians, 0.
Rangers, 3; Dundee, 2.

THE PHILIPPINES INDEPENDENCE QUESTION.

INDEPENDENCE AT THE PROPER TIME.

The House of Representatives on the 9th inst., by a vote 233 to 105, defeated the Clarke amendment to the Philippine Independence Bill, following an adverse vote on this amendment by the House sitting as a Committee. In the place of this amendment the House has passed a substitute to the effect that Independence shall be given to the islands at the proper time, but specifying no definite date. "The Clarke amendment provides that the President should give the islands their independence in not less than two nor more than four years."

The Bill as approved by the House of Representatives will probably be passed by the joint session of the two Houses without change. The Bill, with the Clarke amendment, had been previously passed by the Senate.

THE "ACHILLES" ATTACKED BY SUBMARINE.

News has reached Japan through the Agents, Messrs. Butterfield & Swire, reports the Japan Chronicle, that the Achilles was struck by a torpedo without warning at about 6.20 p.m. on March 31, when some 30 miles west of Uabari, homeward bound from Australia. The fifth engineer and three of the Chinese in the stokehold were killed instantaneously, and one Chinese was drowned subsequently. There was no further loss of life.

ALWAYS RECOMMEND IT.

In almost every community there is some one whose life has been saved by Chamberlain's Colic, Cholera and Diarrhoea Remedy. Such persons seldom miss an opportunity to recommend it, and these recommendations are its never failing qualities account for its great popularity. For sale by all Chemists and Storekeepers.

THE LATE SHIPPING STRIKE.

TERMS OF SETTLEMENT.

The final conference at Shanghai between the China Coast Officers' Guild and the owners was held on Friday afternoon last at the Merchant Service Club at which all differences were settled to the mutual satisfaction of both sides. In the morning the Marine Engineers' Guild of China met the owners for the first time and terms were concluded after a conference that lasted only about a half hour.

In the settlement between the owners and the two guilds there was a little give and take on both sides, says the "N. C. Daily News."

The Officers' Guild is recognized by the owners, but, with a qualification, the owners having stipulated for a Board of Adjustment composed of an officer of the company or companies concerned, a member of the Guild, their secretaries, and H.M. Shipping Vice-Consul. Should the board fail to agree on matters put before it, such will be referred to an Arbitration Board composed of members from each side and a third (neutral) to be named by them.

The Guild demanded 25 per cent. increase of pay for masters and 15 per cent. for officers. They have agreed to accept 10 per cent. increase for masters and five per cent. increase for officers. In addition to this increase, a bonus of 25 per cent. will be paid to masters and officers so long as the earnings of the companies warrant. This bonus is fixed for 1916, so that for the rest of this year in any event, the men get the full increase asked for. Whether the bonus will be continued after December depends on circumstances.

On the question of the pension scheme and the retirement of officers on sea and service, as this is a matter that involves a great outlay in future years, it was agreed that the companies shall establish such a scheme within a reasonable time, the terms to be fixed by the Adjustment Board, or if necessary, by the Arbitration Board.

The strikers demanded nine months' leave on half pay after five years' service. This was granted. They demanded first-class mail passage home and out for masters, on leave, and first-class intermediate passage for officers, as asked. Passage money in lieu of tickets is optional, so that officers may choose their own routes.

Men serving their country at the front will be reinstated by the companies with seniority rank for the time they have been absent. This demand was granted after a misunderstanding which had arisen through an ambiguously worded sentence, the owners at first thinking that the Guild was demanding full pay for the time men were at service was absent.

The demands of the Engineers' Guild, which were similar in the main to the demands of the Officers' Guild, were similarly settled.

S.S. "HAIYU" DISASTER.

COMPENSATION FOR FAMILIES OF LOST SOLDIERS.

The China Merchant Steam Navigation Company's office was besieged several days last week by the families and other relatives of Chinese who were drowned when the s.s. "Haiyu" was sunk by the Chinese cruiser "Haiyung" on April 22. They demanded compensation from the Chinese Government. The local office accordingly telegraphed to Peking, who replied granting their demands.

Yesterday (says the "China Press" of the 12th inst.) outside the company's entrance a large poster was put up stating in Chinese that those persons or families who had any relatives on the "Haiyu" were to apply in person to the C.M.N. office, and if they could verify their claims, they would be compensated with \$1,000 for each family. In the meanwhile, \$100 was to be advanced to the claimants beforehand. A large number of Chinese have responded to the notice.

It is also said that the families of the foreigners drowned on the "Haiyu" will be given \$10,000 each. Word has been received in Shanghai that about 100 names of those who were drowned in the "Haiyu" disaster have been picked up by Chinese fishermen near the Sheikoo Islands. It is not known if there are any foreigners among them. The C.M.N. s.s. "Kwangshai" will be despatched to the Sheikoo Islands, with a load of coffins. It is said that the bodies are beyond recognition.

IF you were a prisoner trying to

escape from a German internment camp, or for the matter of that, a German trying to escape from an English camp, what article would you regard as the most important part of your equipment? Some people might say a compass, or food, or money. Mr. Geoffrey Frye who having escaped from a British camp, reached Holland after many adventures, may be regarded as an authority on the matter. He declares that a clothes brush is one thing indispensable. You may guide your footstep by the stars, you may, as he says, be a tramp across country, unless you can make yourself fairly presentable, you are bound to excite dangerous and even fatal suspicion.

A GOOD RULE FOR THE HOME.

MAKE it a rule of your home to always keep on hand a

THE WAR.

TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail)

THE BRITISH FRONT.

ONE CONTINUOUS BATTLE—A CONTINUOUS FIELD OF BLOOD.

LONDON, May 17. The discrepancies between long casualty lists and the seemingly insignificant encounters on the British front is explained by letters from correspondents describing the nature of the so-called "small" encounters.

These consist mainly of mining and raiding. The methods of the former are sufficiently known. There is a large explosion, blowing men and weapons into the air, burying many and obliterating trenches. Then there is a frantic rush and a fierce fight for the possession of the center.

Raiders are incessantly going over the whole front. They are opened by gusts of artillery to smash the wire entanglements, then there is a furious struggle for possession of the trench, which is held by the British. The trench is then captured, and the British are then in possession of the trench.

Soldiers, writes the correspondent of *The Times*, speak lightly of these daily struggles, but along the ninety miles of our front it is practically one continuous battle, one continuous field of blood.

DARING IRISH INCIDENT AT THE FRONT.

LONDON, May 17. It appears that the night after the Irish regiments in the trenches responded to the German placards inviting them to lay down their arms by sending a fusillade and by singing "Rule Britannia," an officer and a detachment of the Munsters undertook to capture the placards. To cut the communications they had to cross a considerable intervening space. They were half way when they were discovered by enemy searchlights and a machine gun was turned on them. Some were badly wounded but none killed. They remained lying where they were for hours. Then they crept on, cut the German entanglements and charged the trench. The Germans were startled and they halted.

The Munsters brought back in triumph the placards which are now in London.

GENERAL MARCHAND.

REPORT OF HIS DEATH OFFICIALLY DENIED.

LONDON, May 17. Leading articles and long appreciations of General Marchand appear in the British Press, following upon the announcement of his having been killed in action.

His death is now, however, officially denied in Paris. Up to the present no explanation has been given of the mistaken announcement.

[The name of General Marchand recalls what is known in history as the Fashoda incident. In 1898 Lord Kitchener, after he had totally defeated the Dervishes at Omdurman, marched on Fashoda, a town on the White Nile, and found it occupied by a French force under Marchand, then a Colonel, who refused to retire without orders from his Government. Those orders were given some two months later. Lord Kitchener and General Marchand met, for the first time since that incident, when Lord Kitchener was inspecting the French front some months ago.]

MILITARY CROSSES FOR AIRMEN.

LONDON, May 17. The Military Cross has been conferred on two airmen in connection with the Zeppelin raids. A. Balth Brandon ascended 9,000 feet and bombed Liff, and C. A. Radley gets the distinction for conspicuous gallantry and good work in the raids.

ITALIANS SUFFER SMALL REVERSE.

BUT INFLECT GREAT LOSSES ON ENEMY.

LONDON, May 17. The Italians admit a small reverse in Trentino, but as they have so far been limited to first-line positions, the Austrian claim to nearly 3,000 prisoners is likely to be the usual exaggeration.

An Italian *communiqué* affirms that great losses have been inflicted on the Austrians who attacked in massed formation, and it emphasises that the Italians only fell back on a section.

Italian counter-attacks took hundreds of prisoners.

The Austrians on the bank of the front are unable to develop their attack.

WAR PRISONERS IN GERMANY.

FORCED TO WORK IN MUNITION FACTORIES.

PARIS, May 17. It is officially stated that the Allied prisoners of war in Germany are being forced to work in munition factories under threats of torture and imprisonment in intensely heated cells.

The French Government has threatened to retaliate.

SIR EDWARD GREY AND AN "IRON PEACE."

LONDON, May 17.

The Press of the Central Powers contain violently vituperative articles on Sir Edward Grey's recent statement made to a representative of an American newspaper, with the exception of the *Times* which expresses itself as glad that Sir Edward Grey mentions a basis for Peace negotiations. The *Times* believes that Peace can now be seriously discussed.

GERMAN MINE-LAYER DESTROYED BY ITS OWN MINE.

COPENHAGEN, May 17.

A German mine-layer has been sunk off Falsterbo by striking one of its own mines. German destroyers saved some of the crew.

DUTCH STEAMER BLOWN UP.

LONDON, May 17.

The Dutch steamer *Batavier V*, bound from London to Rotterdam, has been blown up. Four of the crew were lost, the remainder being landed at Yarmouth.

AFFAIRS IN IRELAND.

LONDON, May 17.

Sir Horace Plunkett, who was in London, has been hurriedly recalled to Dublin.

It is rumoured that Sir Horace may become Chief Secretary.

Mr. Asquith in Dublin has continued to have informal conferences with officials and prominent residents.

LORD HARDINGE FOR THE FOREIGN OFFICE.

LONDON, May 17.

The *Morning Post* understands that Lord Hardinge will succeed the Rt. Hon. Sir Arthur Nicholson, Bart. G.C.B., G.C.M.G., G.C.V.O., K.C.L.E. as Permanent Under Secretary of the Foreign Office. Sir Arthur Nicholson is retiring owing to ill-health.

[Lord Hardinge occupied this position from 1904 to 1910, when he was appointed Viceroy of India.]

THE CANADIAN PARLIAMENT HOUSE FIRE.

OTTAWA, May 17.

The Report of the Commission which investigated the burning of the Parliament buildings, finds that while there was strong suspicion of incendiarism there was nothing in the evidence to justify a finding that the fire was maliciously caused.

THE COMPULSION BILL.

LONDON, May 17.

The Compulsion Bill receives the Royal Assent on Friday.

LESS BEER AND TOBACCO.

LONDON, May 17.

The Board of Trade announces that imports of Tobacco will be reduced by two-thirds from June 1st.

Mr. Runciman, President of the Board of Trade, has introduced a Bill to reduce the brewing of beer by 13%.

WHITE STAR LINE PROFITS.

LONDON, May 17.

The Report of the White Star Line shows a profit of £1,968,285, after providing for the Excess Profit Tax and other contingencies.

Dividends amounting to 65% have been paid already.

THE LANCASHIRE TRADE DISPUTE.

LONDON, May 17.

The Committee of operative cotton-spinners and cardroomers at Manchester last night agreed to meet the employers in reference to their demand for an increase of 10 per cent. in wages with the object of arriving at a settlement before the end of the month. The spinners decided that the notices tendered shall be imperative for the present.

EARLIER TELEGRAMS.

PROGRESS OF RUSSIANS IN ASIA MINOR.

TURKISH COMMUNICATIONS THREATENED.

PETROGRAD, May 16.

The Russians have occupied the town of Manabatum, about 30 miles to the north-east of Erzingan, driving a wedge into the Turkish defensive lines. This, combined with the threat of the envelopment of Baghdad from the direction of Mosul, gives a vivid interest to the Grand Duke's operations in Asia Minor.

The recent movements of the Russians were most rapid, especially towards the Baghdad Railway. The armies are likely to be well supplied, with Tabriz and Baku as bases, and they are also traversing rich territory capable of supporting strong forces.

News is eagerly awaited of Cosack raids far southward.

PUTILE EFFORT TO CHECK RUSSIANS.

LATER.

A Turkish attempt to check the Russians threatening the Baghdad railway is the feature of to-night's *communiqué*, which says: "The Russians continue to progress in the direction of Mosul. The Turks further westward, in the Diarbekir region, tried to take the offensive, but were defeated by our fire."

SEVEN TURKISH DIVISIONS MENACED.

PETROGRAD, May 16.

The Russians continue to sweep onward from Baku, cutting the Turkish communications to the south-eastward and south-westward, and seriously menacing the rear of seven Turkish Divisions between Kut and Mosul.

The curious lull in big events in all theatres except in Asia Minor, and especially the continued remarkable German inactivity on the Eastern front, are raising the question whether the Germans can send aid to the Turks in time to prevent a great, and perhaps, decisive Russian stroke in Mesopotamia.

THE FRENCH FRONT.

MINOR GERMAN ATTACK DEFEATED.

PARIS, May 16.

Today's *communiqué* says: "There was only lively artillery work in the Verdun region and the complete defeat of a small German attack."

ANOTHER ATTEMPT NEAR HILL 304 FRUSTRATED.

PARIS, May 17.

The evening *communiqué* says: "An enemy detachment, attempting a surprise attack on a small post at Batterie-Mesnil, in Champagne, was repulsed with losses."

There has been active artillery work in Argonne, and a sharp bombardment occurred in the region of Avocourt, Hill 304, and Mort Homme, on the left of the Meuse. An attempted attack west of Hill 304 was stopped by our curtain of fire. There were some artillery salvos east of the Meuse, and in Woivre.

THE BRITISH FRONT.

SUCCESSFUL ENTERPRISES.

LONDON, May 17.

General Sir Douglas Haig, in a *communiqué*, says: "Both sides were active in minor enterprises on Monday night."

Three parties of the enemy attempted to enter our trenches south of Hoburne. Two failed entirely, but the third entered our trenches for a brief period.

The Lancashire Fusiliers, after the explosion of some mines on the Vimy Ridge, occupied the enemy's first line on a front of 250 yards, inflicting considerable casualties.

A patrol opposite Anchy, amid the enemy's trenches after a mine explosion and penetrated towards the second line where bombs were exchanged with the enemy.

A hostile patrol near Wiltzie, attempting to approach our lines, was dispersed by our fire.

There was reciprocal artillery activity on May 16.

VON MOLTKE ON VERDUN.

AMSTERDAM, May 16.

Field-Marshal von Moltke, formerly the Chief of the Imperial German General Staff, in an interview admitted that the production of munitions by the Allies equalled that of the Central Powers. He affirmed that the fighting at Verdun was of vital importance, and would perhaps have a decisive effect.

GENERAL TOWNSHEND AT CONSTANTINOPLE.

LONDON, May 16.

Major-General Townshend has arrived at Constantinople.

AUSTRIAN AIR RAID ON VENICE.

ROME, May 16.

Austrian aircraft raided Venice and the suburb of Mestre, but were driven off before much harm could be done. One house was damaged, but there were no casualties in Venice; they were two killed and some wounded in Mestre.

THE HOSPITAL SHIP OUTRAGE.

PETROGRAD, May 15.

The Russian Red Cross Society has recalled its delegates from the International Commission on War Prisoners at Stockholm owing to the refusal of the German Red Cross Society to express regret at the sinking of the hospital-ship *Padoua*.

RISE IN FOOD PRICES.

HOW BRITAIN COMPARES WITH CENTRAL POWERS.

LONDON, May 16.

It is officially announced that since July, 1914, food prices have risen in Vienna by 110 per cent., in Berlin by 100 per cent., and in the United Kingdom by 35 per cent.

It is pointed out that the Berlin prices would have been higher but for the official restrictions on the sale of foodstuffs.

MILITARY SERVICE BILL PASSED.

LONDON, May 16.

The Military Service Bill has passed its third reading, by a majority of 250 to 33.

GERMAN CONCESSIONS IN INDIA.

LONDON, May 16.

In the House of Commons Sir J. D. Ross pointed out that a German firm had a concession for radioactive ore in the Nellore district, and asked whether the local Government or the Raj possessed, or proposed to take, powers to cancel such concessions and regrant them to British applicants.

Mr. Austen Chamberlain said the question of policy was receiving careful attention.

GOVERNMENT OF PERSIA.

ANOTHER PROBABLY GOVERNOR APPOINTED.

LONDON, May 16.

Prince Nost-Sultanch has been appointed Governor of Kerman. Like Prince Firman Firma, the new Governor of Baku, he is a strong partisan of the Allies.

THE MEXICAN SITUATION.

AMERICAN AGREEMENT WITH CARRANZA.

WASHINGTON, May 16.

An agreement has been reached with General Carranza whereby the latter is given the opportunity to show whether he can control the situation in Northern Mexico. Meanwhile the Americans will remain on Mexican soil.

LORD HARDINGE.

LONDON, May 16.

Lord Hardinge took his seat in the House of Lords, being introduced by Lord Newton and Lord Sanderson.

THE CASEMENT TRIAL.

LONDON, May 16.

The proceedings at the trial of Sir Roger Casement and the soldier Bailey to-day were confined to evidence confirming the Attorney-General's opening statement.

The Court adjourned with the case for the Crown practically completed. It is expected that the Magisterial hearing will be concluded to-morrow.

BRITISH COLONY RETURNS TO ISPAHAN.

TEHRAN, May 17.

The British Consul-General and Colony have re-entered Isfahan. They were splendidly welcomed by the Russian Military authorities and the Persians.

THE N.Y.K. FLEET.

ALTOGETHER NINE VESSELS WITH AN AGGREGATE GROSS TONNAGE OF 64,800, COMPRISING THREE VESSELS OF 7,500 TONS EACH ORDERED FROM THE KAWASAKI DOCKYARD CO., THREE OF 7,300 TONS FROM THE MITSUBISHI SHIPBUILDING YARD, KOBÉ, AND THREE MORE OF 3,700 AND 3,000 TONS FROM THE MITSUBISHI SHIPBUILDING YARD, NAGASAKI, WILL BE ADDED TO THE NIPPON YAMEN KAISEI FLEET BY THE END OF NEXT OCTOBER.

On the completion of these vessels, the Company's fleet will amount to 60 vessels with aggregate of 485,600 and a Japanese contemporary says it may well compare with the world's large mercantile marine companies such as the *Yamato*, *Amoy*, *London*, the P. & O. S. N. Co., the *Queensland* S. S. Co., &c.

GENERAL MARCHAND KILLED IN ACTION.

LONDON, May 16.

General Marchand of the French Army has been killed in action.

GERMAN ACTIVITY NEAR VILNA.

PETROGRAD, May 16.

A *communiqué* says: "The Germans have displayed activity in the region of Lake Midsol, north-east of Vilna, where they gained a partial footing in the Russian trenches, whence a counter-attack drove them out."

There was a violent all-night bombardment north of the lake.

The Germans were also active in Galicia, but were held by the Russian fire.

GERMANY'S SUBMARINE WARFARE.

A WARNING TO NEUTRAL SHIPS.

WASHINGTON, May 17.

Count Bernstorff has handed Mr. Lansing a communication from Germany warning neutral merchantmen, when summoned by a submarine, not to turn in the direction of the submarine, and declares that if they do so the consequences will rest solely on the neutral ship.

INVESTMENTS ABROAD.

RUBBER AND TEA.

In his recent paper at the London School of Economics, published in "The Statist," Sir George Paish stated that the amount of British capital placed publicly in rubber plantations was £22,000,000, and that the amount of British capital subscribed for tea and coffee plantations was £22,000,000. These figures did not, however, include the very large amount of capital invested privately in tea and rubber, nor the very large sums devoted to reserves, and in this way applied to capital.

Indeed, the amounts of capital calculated to have been invested by Great Britain abroad did not include any private capital but consisted entirely of sums that were known to have been raised from the public, and for which there was documentary evidence. We have now received from recognised authorities in both the rubber and tea industries calculations as to the total amount of British capital invested, and we are not surprised to find that the amount is much greater than was stated in this paper. Mr. George Seton calculated that the amount of British capital invested in tea in India, Ceylon, Java, and Sumatra cannot be less than £20,000,000. In this calculation he makes no allowance for appreciation beyond par value of the shares, but on the other hand, does make allowance for the very large profits not divided, but re-invested in extensions of existing properties or in other planting investments. As to rubber, Mr. H. Eric Miller, one of the directors of Messrs. Harrison and Crossfield, Limited, made the following interesting calculation in the Rubber Growers' Association, which undoubtedly is as nearly accurate as one can expect to get. The area of rubber planted in the Middle East is as follows:—

Ceylon (Ferguson's Directory) ... 224,000
Malaya (Planters' Association figures) ... 670,000
South India and Burma (estimated) ... 80,000
Dutch Indies (Dutch Association figures) ... 517,000
Borneo and Coochin China (estimated) ... 25,000

For South India and Burma, Portugal and Coochin China it is estimated that the acreage is 1,050,000. Furthermore, according to Dutch statistics, at the end of 1912, British capital in the Dutch Indies was over £12,000,000. Consequently the total amount of British capital invested in rubber plantations is £20,000,000. The calculation is as follows:—

Issued capital of companies who are members of the R.G.A. ... say 42,000,000
Debiture, loans, premiums and reserves of those companies ... 10,500,000
British capital in Ned. Indies estates outside R.G.A. membership ... say 5,000,000
Rubber acreage in British colonies not included in R.G.A. membership ... say 12,500,000

Thus in the tea and rubber alone the amount of British capital invested abroad is no less than £20,000,000, and most of this money has been invested in quite recent years. It is of very great importance that the country's policy after the War should not be such that British investors will have no surplus capital with which to assist the production of national wealth wherever it may be situated.

To-day's advertisements

LOST.

A Gold-mounted WATCH FOB, with Spade Guinea attached, between Kowloon Dock and Naval Yard, \$25 Reward.

Finder, please return to "CHINA MAIL" Office, Hongkong, May 18, 1918. 603

THE INSTITUTION OF ENGINEERS & SHIPBUILDERS.

A paper on "TUBINE ENGINES" will be read by Mr. T. W. MACKAY (Member) at 8.00 P.M. on FRIDAY the 19th inst.

All interested in the subject are invited. Hongkong, May 18, 1918. 604

(Continued on page 8.)

CALLICURA

THE NEW AND CERTAIN

CURE FOR CORNS

WITHOUT PAIN OR INCONVENIENCE.

THIS PREPARATION DIFFERS FROM, AND ENTIRELY SUPERSEDES, ALL THE ADVERTISED PLASTERS AND SOLVENTS. IT GIVES IMMEDIATE RELIEF AND EFFECTS A SPEEDY CURE.

IT IS NOT A CAUSTIC, BUT A SOLVENT OF THE DECAYED CUTICLE; AND WILL EFFECT A CURE WHERE ALL OTHER APPLICATIONS HAVE FAILED.

PRICE 60 cents per bottle.

PREPARED ONLY BY

THE QUEEN'S DISPENSARY.

HARPER & Co., Ltd.

TEL. 493.

31, Queen's Road Central.

THE ONLY EXCLUSIVE
ENGLISH TAILORS
IN THE COLONY.

Diss Bros.

No. 1, WYNDHAM ST.
(Flower Street)
ESTABLISHED 1860

OTHERS LOOK THE SAME

"MALTHOID"

IS THE SAME

EVERYDAY! EVERYWHERE!

A Mineral Roofing! Laid by our experts! Guaranteed right!

Free particulars from

Agents, BRADLEY & Co., Ltd.

HONGKONG.



"D. C. L."

Malt Extract

with

Cod Liver Oil

Is made from the finest selected Barley and malted with the greatest care on the Company's own premises.

THE DISTILLERS COMPANY, LTD.

EDINBURGH.

Price per 1 lb. Jar - - - \$1.00

" " 2 lb. Jar - - - \$1.80

SOLE AGENTS:

GANDE, PRICE & Co., Ltd.

6, Queen's Road Central.

Tel. No. 185.

Hongkong.

SHIPPING

P. & O. S. N. CO.

ROYAL MAIL SERVICE
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO
MARSEILLES AND LONDON,
TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Due at	Due
		Steamer from	Marseilles	London
			1916	1916
NANKIN	May 19	KARMAHA	June 19	June 26
NOVARA	June 2	MOREA	July 3	July 10
NAGAYA	June 16	KHYBER	July 17	July 24
NYANZA	June 30	Through Steamer	Aug. 31	Aug. 7
NELLOR	July 14	Through Steamer	Aug. 14	Aug. 21
NANKIN	July 28	Through Steamer	Aug. 28	Sept. 4
SOMALI	Aug. 11	Through Steamer	Sept. 11	Sept. 18

Passengers change Steamers at COLOMBO
See immediately in the connecting steamer from COLOMBO is definitely reserved in
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S. S.	Leave Hongkong About
NOVARA	WEDNESDAY, 10th May
NYANZA	TUESDAY, 30th May
INAGAYA	SATURDAY, 2nd June
NELLOR	SATURDAY, 17th June

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.
Shanghai only.

IN ADDITION TO THE ABOVE MAIL STEAMERS,
INTERMEDIATE (Non-Transshipment) STEAMERS
WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO
AND PORT SAID.

CARRYING 1st AND 2nd CLASS PASSENGERS AT REDUCED RATES.
Proposed Sailings.

Steamers	Leave Hongkong about	Leave Swatow about	Due at Marseilles about	Due London about
NOVARA	Aug. 16	Aug. 21	Sept. 20	Sept. 20

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cables are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passes are Ticket Interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
E. V. D. PARR,
Acting Superintendent.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA & HONOLULU.
JUNE 23-AUGUST 29-NOVEMBER 4.

AN UNSURPASSED HIGH CLASS PASSENGER
SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,
Princes' Buildings, 105 House Street.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG	PROPOSED SAILING	FROM COLOMBO
2nd June	Connecting with S.S. "SURA"	17th June

EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "JESERIC" from Hongkong About 6th June.

For Rates of Freight apply to

THE BANK LINE, LIMITED

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR	STEAMERS	SAIL
LONDON	"CITY OF LINCOLN"	On 4th June
OSDORN & SWANSEA	"CITY OF BOMBAY"	On 22nd June

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.
For rates of freight and further information apply to
THE BANK LINE LTD.,
General Agents.

THE PARI-MUTUEL

FRENCH SYSTEM EXPLAINED.

A recent issue of the *Daily Telegraph* contained a lengthy and interesting letter to the Editor from Sir William Nelson, the well-known owner and breeder of thoroughbreds, on the subject of the French pari-mutuel system of betting on races. Sir William Nelson, who is a singularly expert person in the interests of racing and horse-breeding generally, and who has been particularly successful in the latter, writes in the *Telegraph* that he is in favour of the French pari-mutuel system, and that he is in favour of the Government to recognize the system for the sake of the practical benefits to be derived from it.

The subject of the pari-mutuel has been raised up in the House of Commons, and Sir William Nelson, in the course of his letter, writes "Horsing" in the *Telegraph* that he is in favour of the French pari-mutuel system, and that he is in favour of the Government to recognize the system for the sake of the practical benefits to be derived from it.

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Vessels Advertised as Loading.

Vessels Advertised	
DESTINATION.	VESSELS.
Australia Ports, &c.	St. Albans
Australia Ports, &c.	Empire
Bay of Spain & Obo	Rangoon Maru
Bay of Spain & Obo	Luzon Maru
Batavia, Samarang, &c.	Hokuto Maru
Delagoa Bay, I. d'Ombe	Surat
Honolulu via Japan, &c.	Ky. Maru
Yokoh & Haiphong	Loiang
Haiphong	Kaifong
London & Bombay	Nankin
London & Bombay	Novara
London & Bombay	Kaga Maru
London & Bombay	Rango Maru
London & Bombay	City of Lincoln
Manila	Loongang
Manila	Yuenang
Manila, A'ralian Ports	Taijwan
Manila, A'ralian Ports	Changsha
Manila, Cebu & Bolo	Yokohama
Moji & Kobe	Yokohama Maru
New York v. P. Canal	Blomfontein
N'aki, Kobe & Yama	Nikko Maru
Moji, Kobe & Yama	Riojun Maru
San F'isco v. Japan	Shinyo Maru
San Francisco	Japan District Maru
San Francisco	Yokohama Maru
San Francisco v. Japan	Shirata Maru
San F'isco v. N'aki	Shirata Maru
San Francisco	Floridan
Shanghai	Choyang
Shanghai	Yingchow
Shanghai	Flaung
Shanghai	Nagayo
Shanghai, Kobe & Yama	Tosa Maru
Shanghai, Moji & Kobe	Shirata
Shanghai & Japan	Porto Nyanza
Sydney, Melbourne & Tainpo	Maru
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To-day's Advertisements

MAP OF PEAK & LOWER LEVELS, HONGKONG.

BY K. A. MASSEY
NOW READY.PRICE \$2.00
MOUNTED ON CLOTH \$3.00
WITH TEAKWOOD ROLLERS \$3.50

PLAN OF BUSINESS SECTION \$0.75

These Maps are Published in connection with Massey's Commercial Map and Directory and are on Sale at Messrs. KELLY & WILSON, Ltd., Messrs. BREWER & Co., The SOUTH CHINA MORNING POST, Ltd., SINGAPORE, Ltd., SUN Co., Ltd., HONG KONG, Ltd.

TO LET.
FURNISHED 41 Peak, adjoining Peak Club, for June, July and August—R. U. JENKIN, Princes Building, Hongkong, May 18, 1915.

PUBLIC AUCTION.
THE Underigned have received instructions to sell by Public Auction, (for account of the concerned),

FRIDAY,
the 20th May, 1915, commencing at 11 a.m. at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.
One four Cylindered Marine Engine 12-15 horse power complete with Magneto, Reverse Gear, Shaft, Propeller, &c.
Full particulars may be had from the undersigned.
Terms: Cash.
HUGHES & HOUGH, Auctioneers.
Hongkong, May 18, 1915.

PUBLIC AUCTION.
THE Underigned have received instructions to sell by Public Auction, (for account of the concerned),

SATURDAY,
the 20th May, 1915, at 11 a.m. at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.
(Without Reserve).
About 750 Boxes
HANKOW TEA
of first rate quality, and in good condition. Will be sold in small lots to suit purchasers.
Terms: Cash.
HUGHES & HOUGH, Auctioneers.
Hongkong, May 18, 1915.

PUBLIC AUCTION.
THE Underigned have received instructions to sell by Public Auction, on

TUESDAY,
the 23rd May, 1915, commencing at 2.30 p.m. at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.
A QUANTITY OF
VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE.
CARPETS, RUGS, &c.
As follows:
Large Carpets, Upholstered Suites, Armchair and Sofas, Card Tables, Bedroom Furniture, Brass Bedstead, Double Brass-mounted Bedsteads, Sideboard, Dinner Wiggins, Extension Dining Tables and Chairs, Tea and Occasional Tables, etc., etc., Dinner, Tea and Coffee Services, Crockery, Glass Ware including "Cut-glass" Cooking Stoves, Cutlery, Toilet Sets, Ice Chests, etc., Bath Room Utensils, etc. a quantity of Good Electro Plate.
Also
Iron Safes, 6 Pianos, Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Pictures, Engravings, a few Oil Paintings, Bath Tubs, Large American Ice Chest, etc., etc.
(Full Particulars from Catalogue.)
Terms: Cash.
HUGHES & HOUGH, Auctioneers.
Hongkong, May 18, 1915.

THE HANDY BOAT FOR MACAO.

THE "CHUEN CHOW"
The ONLY BOAT LEAVING at 5 P.M. EVERY DAY.

Back again by noon on the following day, SUNDAY—Leaves Macao 5 P.M. Arrives Hongkong about 9 P.M.
FARES: First Class \$9 Single; \$3 Return (Saloon).
First Class \$6 cts. Single; \$1.50 Return (Saloon) for Chinese.
Second Class \$4 cts. Single; \$1 Return.
Electric Fans throughout, First Class Attention, Ample Saloons and Cabin Accommodation.
Passengers may sleep on board without additional charge on return tickets only.

THE ALEXANDRA CAFE cannot be in Boston, if required, for Bread, Cakes, Confectionery, Meats with Wines & Liquors.

ON GUARD AGAINST INFECTION



Prices
1 Gal. tin \$ 2.25
5 " drum \$15.00
INSIST ON
JEYES
Refuse Substitutes!
ALEX. ROSS & CO.
Sole Agents.



THICK LOVELY HAIR

Because Free from Dandruff, Itching and Irritation.
May be brought about by shampoos with Cuticura Soap preceded by touches of Cuticura Ointment to spots of dandruff, itching and irritation. A clean, healthy scalp means good hair. Try them.
Sample Each Free by Post
With 25-p. book. Address F. Newbery & Sons, 27, Charterhouse Sq., London, E. C. 4, Eng. Sold throughout the world.

WEATHER REPORT.

On the 18th at 10.55.—No returns from Japanese stations.
Depressions lie over the Yangtze Valley and over S.W. China.
Pressure has decreased slightly in all districts, except over Tongking where it is stationary, and over Annam where it has increased slightly.
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.
Forecast for the 24 hours ending at noon on the 19th May.

1.—Hongkong to Cap Rock: S. E. or variable winds, moderate, squally; some rain.
2.—Formosa Channel: The same as No. 1.
3.—South coast of China between Hongkong and Lamooks: The same as No. 1.
4.—South coast of China between Hongkong and Hainan: The same as No. 1.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s s.s. *Nankin* left Shanghai for this port on the 15th inst. at 10.45 a.m. with the home-bound English Mails, and is due here on the 18th inst. at about 8 a.m.
The T. K. K. s.s. *Shingo Maru* which sailed from San Francisco on Sunday, April, is expected to arrive at this port via Honolulu, Japan Ports and Shanghai on Friday, the 19th inst. a.m.
Latest Notices.
The China Mail Steamship Company, Ltd.'s s.s. *China* arrived at San Francisco on the 18th inst.
The s.s. *Shirata* from Calcutta, left Singapore on the 18th inst. a.m., and may be expected here on or about the 24th inst.

ROYAL OBSERVATORY.

HONGKONG DAILY WEATHER REPORT.

MAY 18, 1915.—a.m.

Station.	Hour.	Rainfall at Sea Level.	Temperature.	Humidity.	Direction of Wind.	Force.	Weather.
Wanchow	6 a.	—	84	—	—	—	—
Nankin	6 a.	—	84	—	—	—	—
Hakodadi	6 a.	—	84	—	—	—	—
Tokio	6 a.	—	84	—	—	—	—
Kobe	6 a.	—	84	—	—	—	—
Nagasaki	6 a.	—	84	—	—	—	—
Kagoshima	6 a.	—	84	—	—	—	—
Yokohama	6 a.	—	84	—	—	—	—
Manila	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
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Shanghai	6 a.	—	84	—	—	—	—
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Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
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Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
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Shanghai	6 a.	—	84	—	—	—	—
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Shanghai	6 a.	—	84	—	—	—	—
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Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
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Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
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Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
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Swatow	6 a.	—	84	—	—	—	—
Shanghai	6 a.	—	84	—	—	—	—
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Shanghai	6 a.	—	84	—	—	—	—
Amoy	6 a.	—	84	—	—	—	—
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Amoy	6 a.	—	84	—	—	—	—
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